# Railway Herald

Issue 212 - 22nd February 2010

*The electronic journal for the railway enthusiast*

# Railway Herald

**Issue 212**
**22nd February 2010**

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Peter Kellett

# First GBRf gains alumina flow from Fort William

A £2 million three-year contract has been signed between First GBRf and Rio Tinto Alcan for carrying coal for the mining multi-national to Lynemouth, and a long-distance flow of alumina between Lynemouth and Fort William


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The Weardale Railway has been in talks with UK Coal about transporting coal from Wolsingham to power stations in the South and Midlands, but locals are fighting the plans, saying hundreds of lorries would pass their homes.

## Essentials

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## Front Cover Caption:

**First GBRf Class 66/7 No. 66728, with Class 325 EMUs No. 325008 and 325002, are pictured at Horseshoe viaduct on 13th February, with a route learning trip from Polmadie to Fort William. The train operated in preparation for the forthcoming Alcan contract. Alex Napier**

# The Northern Way welcomes Network Rail Manchester Hub study conclusions

**The Northern Way welcomed the announcement by Network Rail on 16th February of the conclusions of the Manchester Hub Rail Study, saying that the identification of a clear solution to the North's biggest rail bottleneck is a major breakthrough and is a critical part of the transformation of rail travel in the area.**

Professor David Beg, the Chairman of the Northern Way Transport Group said: "Manchester Hub is the North's biggest rail bottleneck and a top priority for the Northern Way. In the middle of 2007 it wasn't on the National agenda, but through working closely with Network Rail, the Department of Transport and stakeholders across the North, we are delighted there is now a very clear strategy for cracking the problem. This is a strategy for the North, not just Manchester, and it is right that Network Rail have called it the Northern Hub. It is about better long distance rail travel across the North and better commuter services. To be delivered by 2019, the Northern Hub will allow more frequent services between the North's major cities. It will allow new direct services between the North's cities rather than people having to change trains in Manchester. It will reduce journey times and provide new direct links between northern cities and Manchester Airport as well. We are delighted with the response to the challenge the Northern Way set down in April last year. Network Rail's work shows that the Northern Hub proposals are affordable and deliver strong value for money. We are calling for the Government to give a clear commitment to delivery in the 2014 to 2019 period when they publish their investment plans for the railways in 2012. There is more work to ensure work on the ground can start promptly in 2014 - and ideally before then - and the Northern Way will be working hard to make sure this happens. These improvements to the North's rail network are a fundamental part of the North's future economic growth."

The Chairman of the Northern Way Steering Group added: "The Northern Way has been establishing the evidence for this £530 million investment from the publication of our original Growth Strategy in 2004. It is a fundamental part of our Strategic Direction for Transport because of the opportunity it offers to generate substantial benefits for all parts of the North's economy. Businesses across the North will welcome the prospect of access to wider markets. By linking up the Northern cities more effectively, we can help improve the attractiveness of the North as an excellent investment location, as well as contributing to the transition to a lower carbon economy".

The Northern Way is a unique initiative, bringing together the cities and regions of the North of England to work together to improve the sustainable economic development of the North towards the level of more prosperous regions. Formed as a partnership between the three northern Regional Development Agencies, Yorkshire Forward, Northwest Regional Development Agency and One North East, it also works with local authorities, universities, the private sector and other partners to secure a strong coalition in support of its goals, which include improved journey times between the North East, Yorkshire and the Humber, and Manchester and Liverpool and the North West, in addition to direct services into Manchester Airport from cities such as Bradford, and the ability to travel from Newcastle to Liverpool without having to change trains.

Network Rail's Northern Hub Strategy also enables more commuter and local services to run through the day and connect across Manchester, and in addition it creates more capacity for freight. The strategy also provides for further opportunities beyond 2019 for even more train capacity, reducing journey times further and allowing for the arrival of a future high-speed line into Manchester.

# More refurbishment for Derby station

**Derby City Council has approved plans for the first phase of a proposed multi-million pound regeneration programme at Derby station.**

The first stage of work to improve the station and surrounding area, costing £1.8 million and funded by East Midlands Development Agency, the European Regional Development Fund and Derby City Council, will create a transport interchange at the Railway Terrace/Midland Road entrance that will improve access to the station for those using public transport with bus stops at the entrance, a new 32 space taxi rank, double the amount of cycle parking, dedicated space for cars to drop passengers off, and specific areas for Blue Badge holders.

Work is due to start in the summer, and is scheduled for completion in the early part of 2011.

Further phases of work in the future will include refurbishment of a disused building next to the station into 500 sq metre offices, a multi-storey car park in the existing south car park, redevelopment of the station building itself and a commercial property development on the current car park sites. The improvement of the area around the station is said to be an important element of the overall £2 billion regeneration masterplan for Derby city centre.

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▼ **Class 59/2 No. 59201** *Vale of York* **has now taken over the Warrington coal duties more recently covered by Class 60 No. 60096. Here, the '59' approaches Warrington Bank Quay on 9th February with a loaded service from Liverpool Bulk Terminal to Fiddler's Ferry Power Station. Anthony Roberts**

# ORR approves new track access applications

**The Office of Rail Regulation (ORR) has approved track access applications on the East Coast Main Line.**

Following industry-wide consultation, new access rights will allow East Coast, Grand Central and Hull Trains to run more trains and improve services. John Thomas, ORR's Director, Railway Markets and Economics said: Today's announcement will be good news for users of the railway, with passengers set to benefit from more services to a greater number of locations. It is now important for Network Rail to work with the train operators to finalise the timetabling so that the additional services are up-and-running for May 2011. We believe that further improvements should be possible through development of the timetable".

The approved track access contracts will offer East Coast rights to operate the proposed enhanced Service Level Commitment 2 (SLC2) standard pattern timetable, which includes additional off-peak services between Lincoln/York and King's Cross, gives Grand Central rights for four return services on weekdays and Saturdays, and three return services on Sundays between Sunderland and King's Cross and three return services each day between Bradford and King's Cross until December 2016, subject to an agreed investment programme. Hull Trains will be able to operate its current level of services until December 2016, also subject to an agreed investment programme.

The rights for East Coast will come into effect in May 2011, when a new standard pattern timetable is expected to begin. Grand Central will be introducing its new services between Bradford and King's Cross later this year.


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# S&C track relaying to be undertaken overnight

**Some 23 miles of track is to be replaced this year on the Settle & Carlisle line, with virtually no disruption to passenger services, although overnight freight diagrams will need to be adjusted.**

Work is to start in April and be carried out overnight on weekdays, providing a commitment to maintaining a seven-day railway. It also means no complete line closures for weeks at a time, as there have been in previous years. The £12 million project will be the culmination of a five-year plan to replace the majority of the old, jointed track on the 72-mile route with modern, continuously welded rail.

Jo Kaye, Network Rail's Route Director, said: "With all the track renewal, signalling improvements and work on bridges and viaducts along the route, we will have invested around £100 million on the line over the last five years. This is an incredible amount of money when you consider that British Rail wanted to close it completely not so many years ago. Since those dark days, the line has gone from strength to strength. Passenger numbers have rocketed thanks to the efforts of train operator Northern and the various voluntary organisations that promote the line. It is a vital link for coal trains between Scotland and power stations in Yorkshire and the Midlands, and it provides a much needed diversionary route from the West Coast Main Line when improvement work is taking place".

Most of the work, which will be carried out at 22 different sites, will be on the northbound line, north of Appleby, and will take place using the New Track Construction train. Operated by Balfour Beatty Rail, the train virtually relays the rail track in front of itself, and can cover up to 600-yards of track per night.

▼ **The high point in the year's celebrations to commemorate the centenary of the Federation of Six Towns, making Stoke-on-Trent a Federated Borough, was marked by a Royal visit. Here, HRH The Prince of Wales arrives at Stoke-on-Trent station on 19th February, being greeted by the Lord Lieutenant of Staffordshire. Chris Dixon**

## Metro and Light Rail News

# Nexus introduces new online forum for feedback

**Nexus has introduced an on-line forum to allow it to talk directly and openly with public transport users in Tyne and Wear over the internet.**

The forum, reached through the website nexus.org.uk, is believed to be the first of its kind set up by a public body in North East England. It will allow public transport users to talk directly to Nexus, and to each other, about what is good or bad about the services they use, and any changes they would like to see, in particular those offered by Nexus itself. The company, which owns, manages and is modernising the Tyne and Wear Metro in a £300 million programme, also provides 10% of the local bus network and operates the Shields Ferry.

▲ The latest of the new Manchester Metrolink trams, No. 3010, passes through Radcliffe on a test run from Bury on 12th February. **Richard Tuplin**

# Next stage of escalator work begins

**Transport for London (TfL) is advising passengers to avoid changing between Docklands Light Railway (DLR) and the Northern and Central Line Underground services at Bank station when the next stage of escalator work begins in March, and particularly when it intensifies from May.**

Four escalators are being replaced or upgraded. London Underground says: "We are urging passengers to plan their journeys to avoid changing trains at Bank and to use alternative stations nearby wherever possible, to make their journeys easier, particularly during weekday rush hours.

The improvements to the escalators are critical in making sure that the connected Bank and Monument stations can continue to operate and serve an increasing number of passengers. Between the start of May and the end of 2011, the three escalators running to and from the Central Line ticket hall will be taken out of service one at a time for refurbishment work. A one–way system will operate during the morning peak, when the majority of passengers using the Central Line are leaving Bank station. In order to clear the platforms and keep congestion to a minimum, the two working escalators will be run in the up direction so that people will be able to leave as usual from the Central Line ticket hall. This means that anyone coming into Bank station during the morning peak hours Monday to Fridays, wanting to get a Central Line train should enter via the Northern Line ticket hall and follow the signs to get to the Central Line platforms.

# Jubilee line closed for Easter weekend, while Northern line to close for 65 weekends

**The London Underground Jubilee Line is set to fully reopen in October this year, but not before the line is closed down for the entire Easter weekend.**

Transport for London (TfL) has confirmed that engineering works would end this autumn, 10 months behind schedule, but the line will now close for a further 22 days, including the four days at Easter. However, while the engineering work is at last coming to an end on the Jubilee Line, extensive closures are now set to affect the Northern Line, where it is planned to shut long sections on no fewer that 65 weekends between March this year and November 2011.

According to the latest engineering programme, each shutdown will include all of Saturday and Sunday on 21 weekends when the entire route throughout will be shut down. All stations from Kennington to Morden will be closed on 49 weekends. On another 14, trains will only travel north as far as Stockwell, and in addition sections of the line will also be closing one hour early every Monday, Tuesday, Wednesday and Thursday evening for 16 months. The closures are to allow engineers to replace signalling equipment. Many of the closures will overlap with engineering work on rail services to Central London, leaving buses as the only public transport option at weekends.

The Northern Line is the busiest route on the Tube network carrying more than 850,000 passengers every day. All this is likely to cause another dispute breaking out between Tube Lines, which carries out the engineering works, and TfL about how much time is needed. Prior to these closures being announced, the London Assembly member for Southwark and Lambeth said: "The Jubilee Line work could have been better managed and finished earlier. I want to use my role on the Assembly's Transport Committee to make sure that we don't suffer the same extended closure programme on the forthcoming Northern Line works that we have on the Jubilee Line".

## UK News In Brief

■ Freightliner and Covanta Energy have signed an agreement to create a facility enabling rail transportation of domestic and commercial waste from Cardiff to the proposed £400 million 'energy from waste' plant at Covanta, Brig y Cwm, Merthyr Tydfil. The agreement is for a rail-linked transfer station to be sited at Freightliner's freight terminal at Wentloog, the facility already having the capacity to handle all of Cardiff's waste.

■ National Express East Anglia is to introduce Wi-Fi facilities for all passengers on its Norwich–Ipswich–Colchester-London intercity services before the end of this year after securing a grant of £346,000 from the East of England Development Agency and Norfolk and Suffolk County Councils towards installation of the equipment involved. The railway has worked with its partners over the past 18 months to put together a business case to secure funding for the installation costs of the scheme, and to bring forward the upgrade within its current franchise. Business organisations in the region have also been supportive of the initiative, with the economic case for installation very strong. According to the business case, the total capital investment of £346,000 will more than pay for itself in year one through the increased value of travel time in the region.

■ A new 12-carriage length island platform is to be constructed at Cambridge to reduce congestion both to trains and passengers on the existing scissors platform that is currently used by through services travelling both north and south. The new structure will create Platforms 7 and 8, and will be linked to the main concourse by a covered footbridge and lifts. Designs are due to be completed by this summer, with work starting next January and being completed in December 2011.

■ Without disclosing any details, the Office of Rail Regulation (ORR) has ordered Network Rail to take immediate action after inspectors found some lines in South Wales unsafe to work on. The ORR said the line between Cardiff Central and Aberdare, Rhymney, Treherbert and Merthyr Tydfil was not safe enough for track workers to carry out maintenance, saying that its inspectors will closely monitor Network Rail to ensure that appropriate action is taken". A Network Rail spokeswoman said: "Network Rail does not tolerate any compromise on safety. We are taking this matter very seriously and are currently working with the ORR to investigate".

■ Problems for Eurostar increased on 15th February, when a head-on crash between two Belgium commuter trains near Halle, 15 miles out of Brussels, where the domestic commuter lines and the high-speed line meet, meant that Eurostar services to Brussels had to be truncated at Lille. The accident, said to be the worst in Belgium for over 50 years, is reported to have resulted in 18 dead and 171 injured, over 20 seriously. Investigation into the crash has to take place before any clear-up operations can begin, and it is unlikely that passengers between London and Brussels will be able to make the journey by rail for about a week.

# Portishead route reopening may not be viable

**The cost of reopening a rail link between Portishead and Bristol could cost much more than first expected after tests by Network Rail revealed that the six-mile section of the track between Portbury Dock and Parson Street, Bedminster, is not in a good enough standard to run passenger services.**

It is estimated that it could cost some £30 million to be upgraded, compared with the original estimate of £15 million, and further investigations are now being carried out. The line is currently used by freight for carrying coal and cars from Royal Portbury Dock to locations around the country. It was reopened in the 1990s, but carries a 30mph speed restriction, whereas passenger trains would run at speeds of up to 60mph.

The existing track could be used, but major realignment work would be needed and some new trackwork would have to be laid. Pill Tunnel would also need drainage improvements. The total cost would include relaying the three miles of redundant track between Portishead and Portbury and building a new station.

The line was originally constructed by the Bristol and Portishead Pier and Railway Company and opened in April 1867. It was closed to passenger traffic in September 1964 and to freight in 1981, and lay dormant apart from the occasional steam specials.

▼ **On 18th February, East Coast operated a pair of powercars to Doncaster from Edinburgh Craigentinny, prior to the dispatch of the next Mk3 set following modifications. The pair, comprising Class 43/2s Nos. 43238 and 43319 are pictured at Darlington awaiting a path, south following the departure of the Mk4 set that can be observed in the platform road. Stephen Marsh**

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# Now passengers can go-ahead on a smartcard!

**Go-Ahead is to start Britain's first ITSO-based commercial smartcard trial across its London Midland franchise.**

Called 'The Key', the smartcard is based on the ITSO industry standard mandated by the Department for Transport, and is to start at the end of this month in the Worcester area, ahead of a wider rollout over the next three to four months. It is said to be the first smartcard scheme in this country where passengers will be able to buy rail tickets online using travel passes enabled with the technology.

Go-Ahead said: "The biggest advantage of the scheme is the reduction in time spent in queues for passengers, meaning a much easier travel experience. The main challenge in the run-up to the pilot was the integration of a mix of back-end applications from different suppliers covering areas such as card validation and web sales. This took 18 month to achieve". Go-Ahead is now preparing to roll out 'The Key' on its Southern train franchise, and also aims to introduce the smartcard across its entire UK bus operation. Go North East buses will go live with smart ticketing in May, followed by the Oxford Bus Company in the summer. The company is waiting for Oyster interoperability with ITSO to be able to fit its London buses with the technology.

The company is also developing an iPhone application to allow passengers to top up tickets through their mobile devices. This follows the completion of an SMS pilot, which indicated that text messaging would not be an appropriate vehicle for ticketing. Funding issues and integration problems mean a UK-wide smartcard remains a distant dream.

▼ **DB Schenker has in recent months operated a flow of gypsum from Drax Power Station to Gascoigne Wood. The train, which has been temporarily retimed and now loads to 46 wagons, is pictured on the approach to its destination. Ron Cover**

▲ GBRf Class 66/7 No. 66728 leads a pair of Class 325 EMUs on the return journey from Fort William on St. Valentine's Day, continuing the driver training for the forthcoming takeover by GBRf of the British Alcan traffic. Threading a path through Glen Falloch, and with snow capped mountains in the background, the train makes a most unusual and unexpected sight so far away from 'the juice'. **Peter Kellett**

## First GBRf takes over Alcan traffic

**A £2 million three-year contract has been signed between First GBRf and Rio Tinto Alcan for carrying mainly coal for the mining multi-national.**

The contract starts on 22nd February, when First GBRf will be running five coal trains a day from Blyth ship unloading facility at Port of Tyne, and UK Coal's opencast mine at Steadsburn, to Lynemouth. The contract also gives the company its first entry into the alumina transportation market, as it will take over the flow from North Blyth to Fort William from the current operator DB Schenker. The company is also looking at ways of transporting finished aluminium from the Lochaber smelter at Fort William.

The road-to-rail logistics have yet to be finalised, but there are currently 870 lorry movements a year from Lynemouth to Lochaber and more than 400 in the opposite direction.

## RAIB publishes investigation results

**The Rail Accident Investigation Bureau (RAIB) is carrying out an investigation into an incident involving a partly loaded ballast train working from Acton Yard to Ipswich on 4th February.**

As it passed Romford station at about 60 mph, aggregate fell from the train and struck people who were on the platform, a number of whom received minor injuries. The train was examined by railway staff at Ingatestone and allowed to continue its journey. Later, as it passed through Colchester, more ballast was seen falling, and the train was stopped for further examination.

The preliminary RAIB investigation found that the hopper doors of a PGA wagon were open, allowing a significant quantity of ballast to discharge. The investigation will include a review of the operator's arrangements for ensuring that the train was safe to travel.

## Go-ahead for £600 million redevelopment of Birmingham New Street

**Birmingham City Council planning committee has approved Network Rail's proposed £600 million redevelopment of New Street station.**

The Birmingham Gateway project, with funding from Birmingham City Council, Advantage West Midlands, Centro and the Department for Transport, will provide a new concourse and light-filled atrium, three times the size of the existing, somewhat cramped, complex that was built in the 1960s. A landmark station facade clad in reflective material will be created and there will be better links into the station with a total of eight entrances. Access to platforms will be also be improved with new lifts and escalators.

The project has been split into two phases, the first of which will be a new concourse built in the former car park next to the station. This is expected to open in 2012, and preparatory work was previously reported when the project started in September last year. Phase 2 will result in the existing concourse closing for redevelopment with all works expected to be completed in 2015.

The leader of Birmingham City Council, Cllr Mike Whitby, said: The "endorsement sees a further green light given to one of the most important projects undertaken in this city in generations. It has been a long road in securing funding for Gateway but ultimately our vision for a stunning central station that can cope with Birmingham's 21st Century transport demands has been recognised. The redeveloped New Street Gateway will provide a focal point for far wider regeneration of the entire city over the next 10-15 years, and is one of the main components of the city's £6 billion worth of publicly funded regeneration projects currently on our books".

The main parts of Phase 1 are expected to start later this year and train services will continue to serve the station throughout the development.

▲ The South-East and coastal parts of Kent and Sussex received a liberal coating of snow again on 11th February, causing slight disruption to the rail network. Believed to be a late-running Paris-bound Eurostar, Class 373s Nos. 373011 and 373012 arrive at Ashford International. **Andrew Wood**

# Independent Review says Eurostar had "no plan in place" for tunnel evacuation

**The Independent Review report commissioned by Eurostar from Christopher Garnett, Non-Executive Director of Transport for London, and Claude Gressier, Non-Executive Director of SNCF, following the breakdowns sustained by five Eurostar trains on 18th December last year was published on 12th February – and gives a damning indictment on Eurostar, saying that the train company had been "found wanting" and had "no plan in place" when some 2,500 passengers, including children, were trapped inside the Channel Tunnel in dark and humid conditions for up to 16 hours.**

The train failures were said by the report to have been brought about by snow entering the powercars after winter maintenance had not been properly carried out. A total of 21 recommendations were made, including improving both emergency procedures and passenger communication. Eurostar has accepted the report's conclusions and has committed to all of the recommendations being implemented as quickly as possible.

More than £30 million is to be spent to improve the resilience of the Eurostar trains during severe winter conditions, as well as passenger care during disruption and customer communication both inside and outside the Tunnel.

Richard Brown, Chief Executive of Eurostar, said: "I know we let our passengers down before Christmas and I am determined to put things right. Our priority is to win back the confidence of our passengers by taking all the action necessary to prevent this ever happening again. Our focus now is on fully implementing the recommendations from the Review as well as those additional measures that we have identified ourselves to improve our service".

In more detail, a dedicated technical group of engineering specialists from Alstom, Eurostar and SNCF is being established to ensure that all of the necessary train modifications will be established. The group will carry out an in-depth feasibility study, consulting with other railways operating in difficult weather conditions and in long tunnels. The solutions recommended by the review will then be carried out as part of the mid-life overhaul of the trains.

In addition, a 24/7 call centre operation will be introduced during periods of disruption, 'smart phones' for train managers will be provided to facilitate more timely communication with passengers, a contingency plan to draft in extra staff during disruption will be put in place, a regular SMS text messaging and email update for customers will come into force, and there will be development of more robust alternative transport arrangements.

Over the coming weeks and months Eurostar will be working closely with Eurotunnel to improve communication and evacuation procedures in the tunnel, and these will include a £12 million investment in a state-of-the art tunnel communication system and the joint purchase of two further rescue locomotives.

# Crossrail contracts awarded

**Contracts have been awarded for four major works on the Crossrail project. Firstly, the Royal Oak tunnel portal, just west of Paddington, the largest job on the works framework, will enable trains from Maidenhead and Heathrow to enter the tunnel system and travel beneath Paddington and the centre of the Capital.**

The other works contracted are demolition of the eastern ticket hall at Farringdon, the demolition of both the eastern and western ticket halls at Bond Street, and building a working platform over the East London Line at Whitechapel.

Preparatory construction work has already begun at Royal Oak on the tunnel opening, where a 190- metre-long diaphragm walled box is being erected, from which tunnelling will start in 2011, with the portal expected to be completed by 2014.

# London Overground Class 150s de-named

**It has been reported that Silverlink-liveried London Overground Class 150/1s Nos. 150123** *Willesden TMD* **and 150131** *Leslie Crabbe* **have both had their nameplates removed, and now have a clean patch of purple on the bodysides.**

The plates on the other named units, Nos. 150120 *Gospel Oak – Barking 2000*, 150128 *Bedford – Bamberg 30*, 150129 *Marston Vale* and 150130 *Bedford – Bletchley 150* are believed to remain attached to the appropriate units.

# The News In Pictures

◀ Wrexham and Shropshire liveried-Class 67 No. 67012 *The Shropshire Lad* departs Warrington Arpley yard with an automotive train to Garston conveying Ford cars and vans on 9th February. **Anthony Roberts**

◀▼ With the North Yorkshire Moors Railway having made extensive use of one of the Volker Rail Kirow cranes during the replacement of one of the lines major bridges, DB Schenker-liveried Class 66/0 No. 66152 prepares to push the crane and associated wagons out of Grosmont (NYMR) station and onto the National Network, before reversing and working back to Tees Yard on 15th February. **David Hainsworth**

▼ Making a very rare appearance in London on 10th February, was Fastline Freight Class 66/3 No. 66305, which was used to work one of the Fastline 'slinger' sets from Thorney Mill to Doncaster Hexthorpe. The train is pictured alongside Acton Main Line station during a 20 minute recess prior to continuing its journey north. **James Bartlett**

## The weekly column looking at some of the more unusual and newsworthy movements on the UK network, including Class 70 Report

### Saturday 6th February 2010

FirstGBRf-liveried Class 73/1 No. 73141 *Charlotte* worked from Hoo Junction to Waterloo East during the early hours of the morning with an engineers train, in 'top and tail' formation with Class 73/2 No. 73212. The Class 60 fleet started the period under review with Nos. 60009, 60040 *The Territorial Army Centenary* and 60049 *Eastern* working off Immingham, while No. 60094 *Rugby Flyer* was based at Peak Forest and No. 60096 was working around Warrington, together with Class 59/2 No. 59201 Vale of York.

Class 67 No. 67026 *Western Star* was used to drag Class 465/0 Networker No. 465019 from Slade Green Depot to Wembley, en route to Wolverton for refurbishment.

### Sunday 7th February 2010

DB Schenker-liveried Class 67 No. 67018 *Keith Heller* was used to work a crane from Toton TMD to March Whitemoor Yard, prior to returning 'light engine' to Toton TMD. After several weeks under repair at Eastleigh Works, Class 57/3 No. 57301 *Scott Tracy* worked 'light engine' from Eastleigh to Wembley.

### Monday 8th February 2010

The uniquely-liveried Class 60 No. 60074 *Teenage Spirit* has once again returned to the fold, working aggregate operations out of Peak Forest and replacing classmate No. 60094. Class 67 No. 67012 *A Shropshire Lad* was used to haul Class 87 No. 87002 *Royal Sovereign* and a mail working into Warrington RMT, following which the '67' returned 'light engine'.

### Tuesday 9th February 2010

The loco-hauled shuttle service operating out of Norwich to Great Yarmouth and Lowestoft was in the hands of Class 47/7 No. 47712 *Pride of Carlisle* and Class 20/3 No. 20304, as a result of problems with Class 47/4 No. 47832 Solway Princess. Class 47/7 No. 47749 *Demelza* worked 'light engine' from Worcester to Long Marston, prior to hauling several wagons to Llanwern.

### Wednesday 10th February 2010

Having worked into South Wales yesterday, Class 47/7 No. 47749 headed back to Worcester 'light engine, before continuing to Marcroft Engineering at Stoke. Now working for Colas Rail, although still carrying its old Advenza base blue livery, Class 66/8 No. 66844 worked from Tilbury to West Burton Power Station with the Cemex working. Elsewhere, Class 66/8 No. 66843 was provided to pilot Class 57/0 No. 57002 from Carlisle to Warrington on the timber service to Chirk, with the '57' continuing to Shropshire and the '66' returning light engine to Carlisle. Staying on the West Coast Main Line. Class 86/7 No. 86702 *Cassiopeia* was provided to work Class 325s Nos. 325006, 325007 and 325014 south on the 16.17 Shieldmuir RMT to Warrington RMT mail working.

▲ 'Topped and tailed' by Class 47/7 No. 47712 and Class 20/3 No. 20304, the 15.57 Norwich - Lowestoft service approaches the Brundall stop on 9th February. The consist also included Mk3 DVT No. 82112. **Antony Guppy**

Class 60 No. 60054 *Charles Babbage*, still in the WNTR pool, returned to traffic, working off Immingham.

### Thursday 11th February 2010

Class 73/2s No. 73204 *Janice* and 73206 *Lisa* were involved in test train workings on the South Eastern lines, while Class 66/7 No. 66732 *GBRf The First Decade 1999-2009 John Smith MD* was used to haul Class 378 No. 378021 from Derby to Willesden TMD.

Freightliner's Class 66/5 No. 66566 brought problems to the Great Eastern Main Line during the early evening when it failed while working 4L85 and was rescued by Class 66/5 No. 66502 *Basford Hall Centenary 2001*, which worked the train forward to Ipswich Yard.

### Friday 12th February 2010

DRS Class 20s Nos. 20304 and 20301 *Max Joule 1958 – 1999* worked back to Crewe 'light engine' from Stowmarket, while BR large logo-liveried Class 37/4 No. 37425 *Pride of the Valleys/Balchder y Cymoedd* worked south from Aberdeen to Mossend overnight with an 'Enterprise' working. Also heading south was Class 60 No. 60096 with an Immingham to Wolverhampton working, its place at Immingham appearing to have been taken by recently reinstated (although still in the WNTR pool) No. 60054.

### Saturday 13th February 2010

WCRC Class 47s Nos. 47786 *Roy Castle OBE* and 47804 were in use on a charter from Doncaster to Salisbury, while No. 47760 was called out as 'Thunderbird' to rescue LMS 'Royal Scot' 4-6-0 No. 6115 *Scots Guardsman*, which had been declared a failure at Eccles while working a charter. In preparation for the forthcoming takeover of

## Operational DB Schenker Class 60s

| Loco | Working Area | Loco | Working |
|---|---|---|---|
| 60009 | Immingham | 60054 | Immingham |
| 60039 | Immingham | 60071 | Peak Forest |
| 60040 | Toton TMD | 60074 | Peak Forest |

## CLASS 70 'POWERHAUL' FLEET REPORT

| Loco | Working Area |
|---|---|
| 70001 | Birmingham |
| 70002 | Bristol Stoke Gifford |
| 70003 | Bristol Stoke Gifford |
| 70004 | Crewe Basford Hall |
| 70005 | Leeds Midland Road |
| 70006 | Crewe Basford Hall |

### Workings Information

No. 70001 remains in daily use with Freightliner Intermodal, with Nos. 70002 and 70003 at Leeds Midland Road and Nos. 70004, 70005 and 70006 based at Crewe Basford Hall. Nos. 70002 and 70003 moved to Crewe Basford Hall on 7th February, prior to heading south to Stoke Gifford the following day. On 9th February, the same two Class 70s worked from Avonmouth to Rugeley Power Station with a loaded coal working, although they ended the day back at Crewe Basford Hall yard. The following day, Class 70 No. 70002 worked an empty rake of coal wagons from Crewe Basford Hall to Stoke Gifford Yard, with No. 70004 working 'light engine' from Crewe to Warrington Latchford, while No. 70006 was employed on the Fiddler's Ferry workings.

On 12th February, the Fiddler's Ferry workings were taken over by No. 70004, while No. 70005 was hauled 'dead in tow' from Basford Hall to Leeds Stourton Freightliner terminal, prior to being 'tripped' to Leeds Midland Road.

Things were looking up for the class on 17th February, with No. 70001 working from Ipswich Yard to Felixstowe Docks, prior to heading back west with an Intermodal service to Birmingham Lawley Street, while No. 70003 was on a Rugeley Power Station to Stoke Gifford Yard empty coal working, and No. 70004 was working Ellesmere Port to Fiddler's Ferry services. Finally, No. 70006 was working 'light engine' from Crewe Basford Hall to Warrington Latchford to take over the Fiddler's Ferry coal diagram. Unfortunately, Class 70 No. 70001 failed around Willesden Brent on 18th February while working a Felixstowe to Lawley street service, being rescued by Class 66/5 No. 66538.

the Alcan contract by First GBRf. Class 66/7 No. 66728 *Institution of Railway Operators* hauled two Class 325 EMUs from Polmadie to Fort William as part of crew training activities! Class 67 No. 67018 came to grief while working the 'Northern Belle', being declared a failure at Gascoigne Wood, near Selby. EWS Executive-liveried classmate No. 67029 *Royal Diamond*, which was on the rear of the train, took over the working.

### Sunday 14th February 2010

Army-liveried Class 60 No. 60040 has been stored at Toton TMD, while No. 60054 has returned to the WCBI pool. In Scotland, Class 66/7 No. 66728 and its pair of Class 325 EMUs returned south from Fort William to Sheildmuir.

### Monday 15th February 2010

Class 97/3 No. 97301 undertook a 'light engine' trip from Barrow Hill to Exeter St Davids! While in Cornwall, Class 08 No. 08994 Spirit of Innovation was 'tripped' from St. Blazey to Fowey Docks by Class 66 No. 66188. Having spent the weekend at Bescot, Class 60 No. 60096 headed north with the Wolverhampton to Rotherham steel working. Having completed weekend engineering work, Class 73s Nos. 73212, 73213 and 73141 along with Class 66/4 No. 66405 worked from Hoo Junction to St. Leonards this morning, while classmate No. 66404 worked barrier vehicles from Tonbridge Yard to Hornsey EMU Depot. Undertaking track recording duties on the Southern were Class 37s Nos. 37259 and 37069 in 'top and tail' formation on a Selhurst to Eastleigh working.

### Tuesday 16th February 2010

Class 37/4 No. 37425 returned to Aberdeen during the early hours of the morning in the consist of the Mossend to Dyce Raith Farm 'Enterprise', hauled by Class 66/0 No. 66090, while Class 97/3 No. 97301 returned to Derby after its visit to Exeter. In the Peak District, Class 60 No. 60074 Teenage Spirit has been replaced by classmate No. 60071 *Ribblehead Viaduct*.

### Wednesday 17th February 2010

Colas Rail Class 47/7 No. 47727 *Rebecca* worked 'light engine' from Washwood Heath Yard to Doncaster West Yard, prior to working stock movements over the next few days. The DRS Class 57 fleet was in use on passenger workings, with No. 57003 paired with Class 47/4 No. 47501 *Craftsman* on the Cumbrian Coast diagram, while No. 57004 was paired with Class 47/7 No. 47712 *Pride of Carlisle* on the East Anglia loco-hauled diagram to Lowestoft and Great Yarmouth. Meanwhile, classmate No. 57002 was once again on the Colas Rail timber working from Carlisle to Chirk.

The sole DB Schenker-liveried Class 67 No. 67018 *Keith Heller* spent the day working Wrexham & Shropshire services, standing in for one of the W&S-liveried locos.

### Thursday 18th February 2010

With Class 60 No. 60040 now stored, the Class 60 pool stands at six locomotives, with No. 60009, 60049, 60054 and 60096 working off Immingham and Nos. 60071 and 60074 *Cairn Gorm* working off Peak Forest. The extra Class 60 at Immingham resulted in the iron ore workings between Immingham and Santon (Scunthorpe) being in the hands of No. 60039.

Having run 'light engine' from Doncaster to Heaton, Class 47/7 No. 47727 worked back south to Leeds Neville Hill with Class 43 powercars Nos. 43123 and 43080 plus two Mk3 coaches. Now operated by First GBRf, Class 66/4 No. 66404 was used to work Class 378 No. 378022 from Derby Litchurch Lane

▲ **Class 57/0 No. 57002 crawls toward Shap Summit with the 12.51 Carlisle-Chirk timber service at Little Strickland on the splendid winter afternoon of 19th February. John Wade**

## Readers Contributions

Contributions for this column are welcomed from readers across the country. Each column generally covers Saturday to Friday of the week prior to publication, and readers are urged to keep contributions to the same period. Information and photographs should be sent via email to **editor@railwayherald.com**

## UK Steam & Modern Traction Railtour Listings

The following table details the latest information available on railtours for the forthcoming weeks from the date of publication. Information is understood to be correct at the time of going to press.

| | | |
|---|---|---|
| **24th February 2010** | | |
| Railway Touring Co. | 34067 | London Victoria-Bromley South-Maidstone East-Ashford-Appeldore-Hastings-Battle-Tunbridge Wells-Sevenoaks-Swanley-London Victoria |
| **27th February 2010** | | |
| Spitfire Railtours | 2xDRS 37 | Crewe-Penkridge-Wolves-Birmingham NS-Tamworth-Derby-Chesterfield-Barrow Hill-Beighton Jct-Church Fenton-York & return |
| Spitfire Railtours | 2xDRS 37 & WCRC 47 | York- Newton Aycliffe-Shildon-Bishop Auckland-Stanhope and return |
| **1st March 2010** | | |
| Steam Dreams | 60163 | London Victoria-Slough-Reading-Cardiff Central-Swansea & return |
| **5th March 2010** | | |
| Railtourer/Statesman | 2xWCRC 47 | Hull-Selby-Garforth-Leeds-S&C-Carlisle-Crianlarich-Fort William |
| **6th March 2010** | | |
| Railtourer/Statesman | 2xWCRC 47 | Fort William-Crianlarich-Carlisle-Leeds-Garforth-Selby-Hull |
| UK Railtours | DBS 67 | London Euston-Bletchley-Bedford-Leicester-Newark Castle-Lincoln-Cleethorpes-Scunthorpe-Copy Pit-Blackburn-Blackpool North and return (via WCML to London) |
| Vintage Trains | 6201 & 47773 | (Birmingham New St- Wolverhampton-Stafford-Crewe(47773))-Crewe-Stafford-Lichfield Trent Valley-Rugby-Willesden Jct-Kensington Olympia-London Euston-Rugby-Lichfield Trent Valley-Stafford-Crewe & return **Note: Outward to Kensington Olympia, returns from London Euston)** |
| VSOE | 35028 | London Victoria-Guildford-London Victoria (route to be confirmed) |
| Pathfinder Tours | DBS Class 66 | Didcot Parkway-Banbury-Leamington Spa-Birmingham International-Birmingham NS-Cheltenham Spa-Chepstow-Cardiff Central-Port Talbot-Pantyffynnon-Gwaun-Cae-Gurwen-Pantyffynnon-Llandrindod Wells-Craven Arms-Wolverhampton-Birmingham NS-Birmingham International & return |
| **11th March 2010** | | |
| Railway Touring Co. | 70013 | London Liverpool Street-Colchester-Ipswich-Diss-Norwich-(Norwich-Cromer-Sheringham (NNR)-Holt(NNR) and return |
| **13th March 2010** | | |
| Railway Touring Co. | 70013 | London Liverpool St-Bishops Stortford-Ely-Peterborough-Newark-Lincoln-Barnetby-Cleethorpes(-New Holland)-New Holland-Barnetby-Gainsborough Central-Worksop(-Retford-Peterborough & return) |
| UK Railtours | 2xDBS 67 | London Paddington-Cardiff-Llandrindod Wells-Craven Arms-Abbey Foregate Curve-Telford Central-Leamington Spa-Oxford & return |
| **19th March 2010** | | |
| Railway Touring Co. | 70013 | (Leicester-East Midlands Parkway-Stoke-Crewe)-Warrington BQ-Shap-Carlisle-S&C-Blackburn-Crewe-(& return) |

**Not all pick up/set down points are shown. Check with the operator before travelling any distance.**

**BLACK** Charters expected to operate as booked.
**GREEN** Tours postponed to a future date by the operator
**WCRC** West Coast Railway Company
**RED** Tours cancelled by the operator
**BLUE** Provisional excursion
(Locations) in brackets on a steam tour listing indicates a diesel or electric-hauled section.

# North Eastern Locomotive Preservation Group's LNER 'K1' heads for the Blyth & Tyne route on spring charter

**NELPG's annual Spring railtour this year heads for the Blyth and Tyne, again with their K1 No. 62005 in charge.**

Part of the journey will have some sentimental value for the locomotive, as it is due to visit North Blyth where it was shedded in 1966.

The train itself commences diesel-hauled from Carnforth, picking up at Skipton, Leeds, York, Eaglescliffe and Middlesborough, where the K1 will be attached. It's route is then via Stockton and Ferryhill to Tyne Yard for water, and then continuing through Newcastle Central to Benton Junction to join the Blyth and Tyne. North Blyth will be accessed via Holywell, Newsham and Bedlington, and after reversal the train will continue diesel-hauled to Ashington, and subject to confirmation, Lynemouth. After a further reversal, and with No. 62005 again at the helm, the train returns to Bedlington and thence to Morpeth for a short break.

Steam haulage continues on the return along the ECML to Darlington, and then via Eaglecliffe to Stockton. A short diesel leg follows after another reversal from Stockton to Middlesborough, followed by a final steam-hauled dash back to York with the K1 working alone.

At York a diesel pilot will be added for the final leg back to Carnforth, which also positions No. 62005 for its move to the Scottish Highlands for this year's 'Jacobite' trains.

▼ **LMS 'Royal Scot' Class 4-6-0 No. 46115** *Scots Guardsman* **heads the rearranged ill-fated 'Cotton Mill Express' through Euxton on the West Coast Main Line on 13th February . The locomotive, which failed at Preston on the first run with reported braking problems, failed-again at Eccles on this trip. Robert Beardwell**

# Major failure for Carnforth 'Scot'

**Tour participants of the recent ill-fated Cotton Mill Expresses are believed to have received a full refund of their fares from Railway Touring Company, together with an apology for the problems encountered.**

Most, if not all, of the passengers will have understood the gravity of the problems which beset No. 46115 *Scots Guardsman* on both trains, and particularly the 're-run' on 13 February and will be appreciative of the prompt response by RTC which was by way of a letter sent a few of days after the demise of the Cotton Mill Express.

In the letter, Nigel Dobbin is understood to have referred to the specific problem encountered by *Scots Guardsman*, which he is reported to have confirmed began just before Eccles when the middle big-end disintegrated, resulting in the centre piston being driven through the middle cylinder. Damage to the casting is being evaluated, and the outcome is being anxiously awaited.

This is a great blow to the charter movement, and particularly to the West Coast Railway Company, as *Scots Guardsman* had proved itself to be a strong and popular engine.

▲ **Peppercorn A1 Class No. 60163** *Tornado* **attacks the climb at Kintbury, heading for the summit at Savernake, with a Valentine's Day circular trip from London Paddington, via Reading, Newbury and Salisbury. Dave Swan**

# SRPS visits Strathspey with 'K4'

**The SRPS has added a further steam-hauled tour to their 2010 listings, and a bit of a cracker it is to. It features No. 61994** *The Great Marquess* **on a long day out from Perth to Broomhill, the eastern terminus of the Strathspey Railway.**

Along the way it will have the small matter of Drumochter Summit to contend with as it works along the Highland mainline prior to Aviemore. Here the train will take to Strathspey metals for a journey along this scenic heritage line through Boat of Garten to its current terminus at Broomhill.

The Strathspey has ambitions to continue eastwards to eventually reach Grantown on Spey.

On the return leg of the tour, steam-haulage continues as far as Perth, where, as outwards, the final miles back to the originating station at Polmont will be diesel-hauled.

▼ **LNER A4 Pacific No. 60019** *Bittern* **rounds the curve just west of Crofton Pumping Station on the Kennet & Avon canal, with the 'Valentine Express' from London Paddington to Bristol Temple Meads on 13th February. Bob Rosenthal**

# Vintage Trains announce initial programme for 2010, centred around 'GWR 175' celebrations

**Vintage Trains' recently announced programme of tours for the first half of 2010 contains some gems!**

A non-stop 'Castle' on 'The Bristolian', a double-headed assault on the South Devon Banks, and a 'Britannia' up the Lickey, are just some of the highlights of the schedule, which includes a number of workings in association with First Great Western as part of this year's 'GWR 175' celebrations that are centred on the Didcot Railway Centre.

Pride of place must go to the celebration of the non-stop 'Bristolian' expresses, which entails No. 5043 *Earl of Mount Edgcumbe*, a regular engine on this diagram in BR days, heading a return non-stop working between London Paddington and Bristol Temple Meads on 17th April. As in BR days, the 'down' journey will operate via Chippenham and Bath Spa, while the return will be along the Badminton route. To facilitate the non-stop running, Vintage Trains say water will be provided from a 'specially adapted vehicle'. First Great Western will be operating a special HST service from Plymouth to Paddington, via Bristol Temple Meads, for passengers from the west to connect into the steam service, and to take passengers who undertake a one way journey on 'The Bristolian' to and from their starting points. There will also be an opportunity to travel on the positioning trains from Tyseley to Slough on Friday 16th April, and back on Sunday 18th April.

Another 'GWR 175' collaboration with First Great Western is 'The Cornishman' on 15th May, celebrating the Wolverhampton Low Level and Birmingham Snow Hill to Penzance working that took thousands of holidaymakers to Cornwall over its many years of operation. Instead of taking the North Warwickshire line, the route of the original 'Cornishman', which is now truncated at Stratford-upon-Avon, this train will be Class 47 hauled via Worcester Shrub Hill to Bristol Temple Meads, where Tyseley's Nos. 4965 *Rood Ashton Hall* and 5043 *Earl of Mount Edgcumbe* will be waiting to head the train south to Plymouth, taking on Whiteball, Dainton, Rattery and Hemerdon banks en route.

To some, the highlight of Vintage Trains' programme has little to do with 'GWR 175', except that the destination is either Swindon or Didcot on 29th May. The detail is in the name, 'The Britannia Banker', and the real fun doesn't get going until the journey is nearly over, when the train engine, No. 70013 *Oliver Cromwell*, will be joined by Tyseley's main line certified 5700 class 0-6-0PT No. 9600 for a full blown assault on the 1 in 37 Lickey Incline. 'The Bank', as it is affectionately known, has proved illusive to steam operations over recent years, mainly due to pathing constraints, so this is a moment to be savoured. The Pannier will stay attached for the remainder of the journey, as it will be used to haul the train back to Tyseley Warwick Road, after reversal at Saltley.

*Oliver Cromwell* is also in action with *Rood Ashton Hall* on 19th June with 'The Red Dragon', celebrating the days when 'Britannias' were used on the South Wales main line. The train, which is again in association with First Great Western and 'GWR 175', originates at Solihull and works to Didcot with No. 4965, where No. 70013 will then take over for the journey via Swindon, the Severn Tunnel, Cardiff and Bridgend to Swansea. With steam haulage throughout, this tour offers a long and varied day with steam.

'The Equinox Explorer' on 19th March is the evening train postponed from January, which is scheduled to operate around a circular route through the East Midlands from Tyseley Warwick Road. A short break is planned at Leicester, where hopefully a local 'chippie' can be located to feed the multitude! *Rood Ashton Hall* is the scheduled motive power. Salisbury is next on the list, with 'The Moonraker' on 3rd April from Solihull with *Earl of Mount Edgcumbe* throughout, running via Oxford and Basingstoke, which will also act as a convenient 'loosening-up' exercise for No. 5043's special weekend two-weeks later. And finally there is 'The Beltane Express' on 1st May with Nos. 4965 & 5043 from Solihull to Didcot to join 'The Main Event' of the 'GWR175' festival at the Great Western Society's Didcot Railway Centre.

This is a really imaginative programme of trains, which utilises Tyseley's locomotive fleet to the full. The variety of destinations is matched by the high steam mileages involved in many of the trips, which is allied to competitive pricing. And on top of all this there is the return of No. 6201 *Princess Elizabeth* to the West Coast main line and Euston in two weeks time.

▼ **On 20th February, GWR Hall Class 4-6-0 No. 4965** *Rood Ashton Hall* **and GWR Castle Class 4-6-0 No. 5043** *Earl of Mount Edgcumbe* **head south through Abbotswood in charge of Vintage Trains' 'The Great Western Incursion' charter from Tyseley to Didcot and return. Stephen Tucker**

▲ Ex LMS Ivatt 2-6-2T No. 41241 passes Damems on 12th February, during the Keighley & Worth Valley Railway's Winter Steam Gala, with a demonstration goods train, assisted in the rear by BR Standard Class 4MT No. 80002. Further photographic coverage of this event will be provided in the next issue. **Paul Braybrook**

# NYMR operates Esk Valley Sunday trains

**The North Yorkshire Moors Railway will be operating two return services between Whitby and Battersby each Sunday until 21 March, calling at Grosmont, Glaisdale, Danby and Castleton.**

The trains will be hauled by one of the line's resident fleet of locomotives certified for operation on the Esk Valley Line, likely to be either SR 'Schools' 4-4-0 No. 30926 *Repton* or recently-acquired BR Standard 4MT 2-6-0 No. 76079. Trains depart from Whitby at 11.00 and 14.00.

There will also be a positioning move from Grosmont to Whitby at 10.10, and back from Whitby to Grosmont at 17.30pm.

On Saturdays until 20th March the mainline service will operate between Whitby and Grosmont only, with Whitby departures again at 11.00 and 14.00. A revised service will also operate between Pickering and Goathland, due the line being closed between Goathland and Grosmont due to bridge replacement work.

The bridge work is well underway with the new bridge girders now in place. Both beams are 28 meters long and weigh 36 tonnes in total. They were transported by road from Mabey Bridge in Chepstow to A.V. Dawson's terminal at Middlesbrough, where they were transhipped to rail and moved to site by DB Schenker.

The NYMR had another record year in 2009, with total of 350,000 people travelling on the railway, comfortably beating the previous record of 323,000 achieved in 2007 and representing an 11% increase on the 2008 figures.

# South Devon buys railway freehold

**The freehold of the seven-mile South Devon Railway (SDR) was obtained from the Dart Valley Railway (DVR) for a nominal £1 on 8th February, title of the route between Buckfastleigh and Totnes being handed over from the current owners Dart Valley Railway after years of negotiation.**

A ceremonial handover of a large £1 coin, as well as the real thing, took place between SDR Trust Chairman, Alan Taylor, and Dart Valley Railway General Manager, Andrew Pooley. SDR spokesman Dick Wood said: "It is a very special day for all of the people involved with the SDR who have worked incredibly hard in the background to complete the transfer of the line's ownership and achieve the granting of the Transport and Works Order. It will certainly be one of the highlights of the railway's 138-year history from when it was first opened in May 1872". The South Devon Railway is the oldest heritage line in the West Country. In a reversal of his usual procedures, it was re-opened in 1969 by Dr Richard Beeching and was then operated by the Dart Valley Railway.

In 1990, the company pulled out to concentrate on its Paignton to Kingswear operation, and since 1999, the line has been run as a charitable trust by the SDR, growing to become one of the West Country's top visitor attractions and carrying more than 100,000 passengers a year. Ten years ago, the SDR began negotiations with the DVR to buy the freehold of the line, and in 2002 it was leased to the railway on condition of a new Transport and Works Order being granted.

# Six locos in steam for Bodmin & Wenford gala event

**The Bodmin & Wenford Railway will be celebrating the 175th anniversary of the creation of the Great Western Railway with a line up of six ex-GWR tank engines at its Great Western Steam Spectacular on 16th to 18th April.**

Having already concluded arrangements to hire GWR 4575 class 2-6-2T No. 5521, the railway has now confirmed that another of the class, No. 5526 from the South Devon Railway, will also be in action at the event in addition to No. 5552 which is already based at the Railway. It is believed that the visit of No. 5526 to the BWR will be the first time the ex-St Blazey engine has worked in Cornwall for over 50 years. The trio of 'Small Prairies' will be joined at the Gala by three other resident engines from the home fleet, 6400 class 0-6-0PT No. 6435, 5700 class 0-6-0PT No. 4612 and 4200 2-8-0T No. 4247.

Full details of the Bodmin & Wenford Railway and its train services and activities can be found on its new look official website www.bodminandwenfordrailway.co.uk

# Weardale Railway in talks with UK Coal over rail option

**The Weardale Railway has been in talks with UK Coal about transporting coal from Wolsingham to power stations in the South and Midlands, but locals are fighting the plans, saying hundreds of wagons a day would trundle along roads past their homes in Wolsingham, County Durham, bringing the coal to a planned rail depot.**

The coal would be transported by rail from Wolsingham through Bishop Auckland to Darlington, and then on to the East Coast Main Line. A joint statement between the Weardale Railway and UK Coal has said: "The ability of the Weardale Railway to assist in moving the coal by rail will greatly reduce the environmental and community impacts by reducing highway usage". An application by UK Coal and the railway is to go before Durham County Council later this year, seeking permission to build the depot to store coal from an opencast site at Park Wall North at Sunniside, near Crook. It would be transported in wagons along the A68 and then on the A689 and into Wolsingham.

But the action group says that some 150 wagons daily would be transporting coal from the opencast to the planned depot. The site has the capacity to produce 1.27 million tonnes of coal and 500,000 tones of fireclay over four years, and it is maintained that the lorries would pass just metres from houses in Attwood Terrace and cause horrendous noise and disruption. The action group has no objections to transporting coal by rail, but says there is a mothballed rail depot at Wardley, Gateshead, and the coal could be transported by road from the opencast to Gateshead away from Wolsingham, where the lorries would have to traverse narrow, quiet roads, unsuitable for such a volume of traffic.

The Weardale Railway has had a chequered history, including a period in receivership, but when Chicago-based Iowa Pacific Holdings took over a 75% stake in the railway in 2008, its President announced that negotiations were taking place with a number of local firms to transport freight. He said: "The Wear Valley has been isolated from the wider rail network for too long. Underpinning this line with reasonable volumes of freight provides a logical and profitable reason to be reconnected to the network. A great deal of passion has been invested to restore the Weardale Railway, but it will not survive on heritage journeys alone".

▼ **As part of the business plan for transporting freight over the route, the US-owned Weardale Railway has previously stated that a main line connection was a key aim for the company. Having been reconnected, it was used for the first time on 19th February, when Class 67 No. 67029** *Royal Diamond*, **in 'top and tail' mode with No. 67002** *Special Delivery*, **powered a charter from London King's Cross to Stanhope, pictured here arriving at its destination. John Lewins**

# Toddington's 2800 class back in steam by May

**Cotswold Steam Preservation is making good progress in the restoration of GWR 2800 class 2-8-0 No. 2807.**

In December, the driving wheels were removed and the wheelsets were sent to the South Devon Railway, where the old tyres were removed and new ones fitted and profiled. The boiler, complete with smokebox, was fitted into the frames, allowing the pipework to be worked on. Fitting the superheater header allowed accurate measurements for the manufacture of the main steam pipes from header to cylinders. The tyres arrived back at Llangollen on 10th February, and during the following week the axle-boxes were refitted.

In order to complete the restoration in time for an introduction to service at the Gloucestershire Warwickshire Railway before the railway's GWR 175 Gala at the end of May, the boiler will be removed from the frames and testing will recommence, the hydraulic test re-wheeling and the out of frames steam test being scheduled for the weeks commencing 22nd February and 1st March, respectively.

Following this, the springs, vacuum pipes, steam heat pipes and eccentric straps will be refitted, to be followed by refitting the coupling rods and connecting rods.

Testing of the finished locomotive will take place at Toddington in late April or early May in time for crew familiarisation and participation in the GWR 175 event.

**Having handed over the single line token, the driver of Class 47/7 No. 47749 *Demelza* applies the power at Norton Junction on 9th February with a wagon move from Long Marston to Cardiff. Stephen Tucker**

**Caught by the photographer in a patch of harsh sunlight on cold frosty morning, Class 57/0 No. 57008** *Telford International Railfreight Park June 2009* **and Class 66/4 No. 66427 climb Dainton Bank passing Kerswell Bridge on 11th February. Nathan Williamson**

Class 86/6 No. 86613 leads classmate No. 86638 past Cartland, near Carluke, with an intermodal service from Coatbridge to Crewe Basford Hall on 18th February. **Kenny Marrs**

# Class 378s on test

◀ Driver familiarisation and training eventually started on the East London Line on 28th January, when Class 378 No. 378144 operated and is shown near Silwood, returning to New Cross from Dalston. The connection of about 50 metres to Queens Road Peckham and on to Clapham Junction can be seen on the left

◀▼ On 10th February, Class 378 'Capitalstar' No.378146 passes Silwood on its way from New Cross Gate to Dalston Junction on a driver training run. The future connections for East London Line Phase Two can be seen to the left and right of the unit. **Both: Bill Turvill**

▼ On a driver training run prior to the class eventually taking over from Class 313/1s on the Euston-Watford Junction London Overground services, No 378015 heads south through Carpenders Park on 30th January. **Brian Morrison**

**22nd February 2010**

**Locomotive Club of Great Britain (Brighton)**
Brighton Model Railway Club Room, BR London Road Station, Shaftsbury Place, Brighton. 'American Interlude (Part 2) Coalfield Super Power Railways in the Appalacian & Allegheny Mountains' by Graham Hurle. Meeting commences at 19.30.

**RCTS (Maidenhead)**
Cox Green Community Centre, Highfield Lane, Cox Green. 'The History and Development of Railways in France' by Mike Bunn. Starts 19.30.

**RCTS (Sheffield)**
St Matthews Church Rooms, Carver Street, Sheffield. 'The Yorkshire Engine Company' by Tony Vernon. Meeting commences at 19.30.

**23rd February 2010**

**RCTS (Nottingham)**
Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 'Steam in 2009' by G.B.Productions Video. Meeting commences at 19.30.

**RCTS (Welwyn GC)**
The Methodist Church, Juntion of Ludwick Way & Colegreen Lane, Welwyn Garden City. 'On and Off the Footplate' by Bill Davies. Meeting commences at 14.15.

**RCTS (Woking)**
The Wheatsheaf Ember Inn, Chobham Road, Woking. '25 Years of the Spa Valley Railway' by Brian Halford. Meeting start at 19.30.

**Tewkesbury Rly Society**
YMCA, Church Street, Tewkesbury. Members Slides/ Digi Evening. Meeting commences at 19.45.

**24th February 2010**

**Basingstoke & District Railway Society**
Wote St. Club, New Road, Basingstoke. 'East African Steam Safari' by Norman Hogg. Meeting starts at 20.00. Contact the Secretary on 01256 326096 for further details.

**RCTS (Chichester)**
Council Meeting Room 2, County Hall, West Street, Chichester. 'Bank Manager to Train Driver' by Alan Nichols. Starts 19.30.

**25th February 2010**

**Locomotive Club of Great Britain (Croydon)**
United Reform Church Hall, Addiscombe Grove, East Croydon. 'Railway & Transport Films' by Dave Baker. Meeting commences at 19.15.

**RCTS (Preston)**
Claremont Hotel Blackpool Road, Preston. 'Members' and Visitors' Slides'. Meeting commences at 19.30.

**Stevenage Locomotive Society**
Community Arts Centre, London Road, Stevenage. 'Dave Soggee's Return to...Byways'. Meeting starts at 19.30. Contact the Secretary, Alan Pitt on 07803 046076 for details.

**26th February 2010**

**Great Central Railway Society (London)**
The Exmouth Arms, 1 Starcross Street, Euston, London NW1HR. 'The Cumbrian Coast Line' by Richard Crane. Meeting starts 19.30. Contact the Secretary, Richard Butler on 01525 372487 for further details.

**Great Western Society (North West)**
St Hilda's Clubroom, Slater Street, Latchford, Warrington. Group AGM followed by G.W.S. Speaker. Meeting commences at 19.30.

**Great Western Society (Oxford)**
Pauling Human Sciences Centre, 58 Banbury Road, Oxford. Group AGM. Meeting commences at 19.30.

**Shropshire Rly Society**
The Gateway Arts and Education Centre, Chester Road, Shrewsbury. 'SRS Slide Competition' by Berwyn Stevens. Starts 19.30. Guests - minimum donation of £3 requested.

**27th February 2010**

**Bournemouth Rly Club**
All Purpose Room, Winton Methodist Community Centre, Alma Road/ Heron Court Road, Bournemouth. 'Trams, Trolleys and Tubes; by Jim Boudreau. Meeting commences at 19.30. Admission charge £2. Contact Martyn Thresh at martyn.thresh@ntlworld.com for further details.

**Stephenson Locomotive Society**
The Friends Meeting House, Mount Street, Manchester. 'Beyer Peacock and their Locomotives' by Joe Lloyd. Meeting commences at 14.00. Contact the Secretary on 0161 928 2461 for further details.

**1st March 2010**

**North Yorkshire Moors Railway (Northallerton)**
Northallerton Cricket Club, Farndale Avenue, Northallerton. 'Digital Discoveries, Part Two' by Ted Parker. Meeting commences at 19.30. Admission £1.50. Contact the Secretary, Ian McInnes on 01642 767233 for further details.

**Permanent Way Institution (Ashford)**
The Elwick Club, Church Road, Ashford. 'Rail Freight - The Challenge' by Andrew McNaughton. Meeting commences at 18.30. Contact Ted Hamer on 01227 711897 or teditorial@talktalk.net for details.

**RCTS (Ashford)**
The Elwick Club, Church Road, Ashford. 'Peter Goes Line Siding' by Peter Groom. Meeting commences at 19.30. Contact the Secretary at southeast@rcts.org.uk for details.

**RCTS (Croydon)**
Small Hall, United Reform Church, Addiscombe Grove, Croydon. 'Closed London Stations' by Jim Connor. Meeting starts at 19.30.

**RCTS (Northampton)**
St Crispin Social Club, Berrywood Road, Duston. 'Branch Photographic Competition'. Meeting starts 19.30.

**RCTS (Port Sunlight)**
The Lever Club, Greendale Road, Port Sunlight. 'Scottish Steam in the 50's and 60's' by David Kelso. Meeting commences at 19.45.

**Swanage Railway (Bath)**
St John's Church Hall, St John's Road, Bathwick, Bath. 'The Somerset & Dorset Part 2 (Evercreech Junction to Bournmouth)' by Chrus Youett and Dave Walker. Meeting commences at 19.30. Admission £1. Contact the Secretary, John Lakey on 01225 315918 for further details.

**2nd March 2010**

**Gravesend Railway Enthusiasts Society**
Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. 'Previously Unseen Historical Footage' by Dave Wills. Meeting commences at 19.45. Contact the Secretary, Roger Hart on 01474 833320 for further details.

**Locomotive and Carriage Institution**
LUL Headquarters, 55 Broadway, St James's Park, London. 'The Tornado Story' by Mark Allatt. Meeting starts at 18.00. Contact the Secretary, Stuart Smith at smithstuart@btinternet.com for further details.

**Locomotive Club of Great Britain (Bedford)**
St John's Church Hall, St John's Street, Bedford. Quiz v RCTS - home leg. Meeting starts at 19.30. Contact 01525 750149 for further details.

**Locomotive Club of Great Britain (London)**
Wood Green Social Club, 3 Stuart Crescent, Wood Green, London N22 5NJ. 'Travels with my Video Camera' by Jim Pentney. Starts 19.00.

**Permanent Way Institution (Darlington & North East)**
Railway Athletic Club, Brinkburn Road, Darlington. 'High Speed Rail in the UK' by Colin Elliff. Also AGM. Starts 18.15. Contact Dave Lugsden on 07825 766328 or at david.lugsden@networkrail.co.uk for further details.

**Permanent Way Institution (Wessex)**
The Rose & Crown, Columbo Street, Waterloo, London. 'Reading Remodelling - An Update' by Sean Murray. Starts 18.30. Contact the Secretary, Richard Workman on 01428 645771 or at richardworkman5@tiscali.co.uk for further details.

**RCTS (Watford)**
St Thomas's Church, Langley Road, Watford. 'Woodhead - The Lost Railway' by Stephen Gay. Starts 19.30.

**Southern Electric Group (S. Hampshire)/LRTA**
Eastleigh Railway Institute, Romsey Road, Eastleigh. TBC by John Laker. Starts 19.30. Admission £2. Contact SEG Secretary, John Goodrich on 023 8067 0028 for further details.

**Tewkesbury Rly Society**
YMCA, Church Street, Tewkesbury. Video/DVD Evening. Starts 19.45.

**Weston super Mare Railway Society**
Function Room, Conservative Club, Alexandra Parade, Weston super Mare. 'Reminiscences over 50 Years' by David Lawrence. Starts 20.00. Contact Lionel Jones on 01934 628289 or at wsm1977rlysocy@talktalk.net for further details.

**Should your society information be listed on this page?**

If so, then please email the details to the editor, remembering to include the date, starting time and location, together with details of the event, speaker and entrance charges if applicable. It is not necessary, but helpful to people, if you can also include a contact name and phone number/email address that can be published.

*Railway Herald* reserves the right to edit details entered in this section, which may also be displayed on our online events diary. The information is believed to be correct at the time of publication.

**Web Links**

Links to the various society websites can be found by clicking here. Is yours missing? Send the details to the editor.

▼ **Having now settled into service, after a protracted introduction, Parry People Mover No. 139002 awaits departure forming the 07.19 to Stourbridge Town on 6th February. Robert Jefferys**

**3rd March 2010**

**Permanent Way Institution (Bristol & West of England)**
Great Western Hotel, Exeter. 'Modular S&C Renewals on Network Rail' by Kevin Percival. Meeting commences at 12.00. Contact the Secretary, Phil Harrison on 0117 976 5432 or at philip.harrison@arup.com for further details.

**Permanent Way Institution (Edinburgh)**
The Scots Guards Club, 2 Clifton Terrace, opposite Haymarket Station, Edinburgh. 'Airdrie - Bathgate - Civil Engineering Works' by Hugh Wark. Meeting starts at 18.00. Contact the Secretary, Alan Morrison on 07834 507497 or at alan.morrison@atkinsglobal.com for further details.

**Stephenson Locomotive Society**
Hayes Village Hall, Hayes Street, Hayes, Bromley. 'Trams' by Bob Howes. Meeting commences at 19.30. Contact the Secretary on 0208 289 9935 for further details.

**4th March 2010**

**Great Central Railway Society (Rotherham)**
The Three Horseshoes, Bawtry Road, Wickersley, Rotherham S66 2BW. 'The Last Two Years' by Robin Patrick. Meeting commences at 19.30. Contact the society Secretary, Mick Hayes on 01709 820544 for further details.

**RCTS (Milton Keynes)**
The Crown Public House, Market Square, Stony Stratford. 'The SNCF Today' by Mike Bunn. Meeting commences at 19.30. Contact the Secretary at dexter-skiddaw@tiscali.co.uk for further details.

**Stephenson Locomotive Society**
St John Ambulance Centre, Sandes Avenue, Kendal. '45 Years On - Then and Now, Part 2 - Journeys in 1963 and 2006' by Eric Bartlett. Starts 19.15. Contact the Secretary on 01539 720706 for further details.

**5th March 2010**

**Friends of Hellifield Station**
Refreshment Room, Hellifield Station. 'A Round Robin' by Barry Atkinson. Starts 19.30. Admission £3.50. Contact Barry Atkinson on 01282 842505 for further details.

**Gloucestershire & Warwickshire Railway (Birmingham)**
Northfield Library, Church Road, Northfield, Birmingham. 'Blue & Grey to Black & Green' by Paul Chancellor. Meeting commences at 19.30.

**RCTS (Bristol)**
St Peters Church Hall, Church Road, Filton. 'Branch AGM & Digital/Slide Photographic Competition'. Meeting commences at 19.30. Contact the Secretary at paul.udey@talktalk.net for further details.

**RCTS (Carnforth)**
Committee Room, Royal Station Hotel, Carnforth. 'The West Highland Line' by David Bowsfield. Meeting commences at 19.30.

**Stephenson Locomotive Society**
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. 'A Year in The Life of a Railway Enthusiast - 1977' by Malcolm Paul. Meeting commences at 19.00. Contact the Secretary on 01434 688946 for further details.

**Stephenson Locomotive Society**
Settlement Centre, Union Street, Middlesbrough. 'Pre-Grouping Survivors' by David Steward-David. Meeting commences at 19.00. Contact the Secretary on 01642 321205 for further details.

**8th March 2010**

**Lincoln Railway Society**
St Hugh's Church Hall, North Hykeham, Lincoln. 'Stretton's 60s' by John Stretton. Meeting commences at 20.00. Contact the Secretary on 01522 705365 for further details

**RCTS (Ipswich)**
Bridge Ward Social Club, 68 Austin Street, Ipswich. 'British Diesels from 1000 to the Class 60' by John Chalcroft. Meeting starts 19.30. Contact the Secretary at ipswich@rcts.org.uk for further information.

**RCTS (Sheffield)**
St Matthews Church Rooms, Carver Street, Sheffield. 'Mainly Steam on Three Continents' by Mike Swift. Meeting commences at 19.30.

**Severn Valley Railway (Wolverhampton)**
Old Wulfrunians Club, 253A Castlecroft Road, Castlecroft, Wolverhampton, WV3 8NA. 'The Moseley Collection - Building the Moseley Railway Trust' by Phil Robinson. Meeting starts at 19.30.

**Southern Electric Group (Sussex)**
Deall Room, Southwick Community Centre. 'War Locomotives' by Mike Hudson. Meeting commences at 19.30. Donation of £2 requested. Contact the Secretary, Bruce Cakebread on 01273 462094 or at b.cakebread@ntlworld.com for further details.

**Stephenson Locomotive Society**
New Trinity Parish Hall, Saltcoats, Ayrshire. 'A Year in the Life of a Camera' by Ian Lothian. Meeting starts 19.30. Contact the Secretary on 01294 822303 for further details.

**Wrexham Railway Society**
St Mary's Catholic Club, Regent Street, Wrexham. 'Coping with Corporate Blue' by Brian Roberts. Meeting commences at 19.45. Admission £2.

**York Railway Circle**
The Library, Archbishop Holgate's School, Hull Road, York. 'Locomotives Built in Leeds' by Donald Townsley. Meeting commences at 19.30. Contact Robin Patrick at locopatrick@aol,com for further details.

**9th March 2010**

**Abergavenny and District Steam Society**
Upper Room, The Hen & Chickens, Flannel Street, Abergavenny 'Brunel & the Vale of Neath Railway' by Terry McCarthy. Meeting starts at 20.00. Contact the Secretary, Ken Mumford at ken.mumford@ntlworld.com for further details.

**Great Western Society (Bristol)**
BAWA, 589 Southmead Road, Filton, Bristol BS34 7RG. 'Steam on Road & Rail' by Malcolm Ranieri. Meeting commences at 19.45. Contact the Secretary on 01454 324230 for further details.

**Permanent Way Institution (Lancaster, Barrow & Carlisle)**
Station Hotel, adjacent to Preston Station. 'Kirkby Thore Track Stabilisation' by Stephen Townley. Meeting commences at 18.00. Contact the Secretary, Philip Bull on 07920 702614 or at bullp@pbworld.com for further details.

**Permanent Way Institution (Manchester & Liverpool)**
Ove Arup Offices, St James Building, Oxford Street, Manchester. 'Alderley Edge New By Pass Road Bridge' by Steve Townley. Meeting commences at 12.30. Contact the Secretary, Rob Cummings on 07798 858784 or at rob.cummings@networkrail.co.uk for further details.

**RCTS (Nottingham)**
Nottingham Mechanics, Ground Floor, 3 North Sherwood Street, Nottingham. 'Rails to the Arctic' by Phil Lockwood & Enid Vincent. Meeting commences t 19.30.

**Tewkesbury Railway Society**
YMCA, Church Street, Tewkesbury. 'BR Steam in B & W part 2' by Ken Horan. Meeting starts at 19.45.

**10th March 2010**

**Bromsgrove Rly Club**
St Godwalds Church Hall, Aston Fields, Bromsgrove. 'BR Steam in the 1960s' by Adrian Lock. Meeting commences at19.45. Contact Dave on 01527 873800 or Gordon on 05127873609 for further details.

**Locomotive Club of Great Britain (Dorking)**
Friends Meeting House, Butter Hill, South Street, Dorking, RH4 2LE. 'Ken Nunn; Southern District' by Graham Stacey. Meeting commences at 19.30.

**Oxfordshire Rly Society**
Seacourt Day Centre, Seacourt Road, Botley, Oxford OX2 9LN. 'And You Thought They Were All Clean' by Chris Youett (HMRS). Meeting starts at 19.30. Visitors welcome £3.

**Permanent Way Institution (London)**
10th Floor Restaurant, 55 Broadway (LUL HQ), London. 'New Engineering Train Fleet' by Clive Maxwell & Malcolm Trotter. Starts 18.00. Contact the Secretary, Shazma Mahmood-Shakoor on 07921 943820 or at shazma.shakoor@gmail.com for details.

**Permanent Way Institution (North Wales)**
The Town Crier Inn, City Road, Chester. 'Wireless Remote Stress Free Temperature Monitoring' by Peter Shrubsall. Starts 18.30. Contact Lynn Garner on 07771 672274 or at lynne.garner@networkrail.co.uk for details.

**RCTS (Cardiff)**
Old Church Rooms, Park Road, Radyr. 'Yet More American Wanderings - The Great Plains Drifter' by Gordon Davies. Meeting starts 19.30. Contact the Secretary at noelinda@noel65.fsnet.co.uk for further details.

**RCTS (Hitchin)**
Hitchin Christian Centre, Bedford Road, Hitchin. 'The Railways of Northern France' by Michael Bunn. Meeting commences at 19.30.

## Back Issues

All of the back issues of the magazine are available 24 hours a day, on our website **www.railwayherald.com**

## Rear Cover Caption

**Seen from the top of Mam Tor, a First TransPennine Express Class 185 DMU heads west towards Hope, just before Earles Sidings, with a Manchester Airport to Cleethorpes service on 29th January. Kevin Drabble**

## Magazine Information

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